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a first transition zone portion adjacent to said first head portion and extending therefrom at a first bend to a second bend at said body portion, said body portion extending from said second bend to a third bend, a second transition zone portion adjacent to said body portion and extending therefrom at said third bend, said second transition zone portion also being adjacent to said second head portion and extending therefrom at a fourth bend; and

a first angle formed by said second bend and a second angle formed by said third bend, said first and second angles being within a range of forty degrees to fifty degrees;

wherein said bottom plate having a constant thickness within a range of twelve to sixteen millimeters.

51. (Amended) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it;

a second head portion having a second king pin bore extending through it;

a body portion positioned between said first head portion and said second head portion; and

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a first transition zone portion adjacent to said first head portion and extending therefrom at a first bend to a second bend at said body portion, said body portion extending from said second bend to a third bend, a second transition zone portion adjacent to said body portion and extending therefrom at said third bend, said second transition zone portion also being adjacent to said second head portion and extending therefrom at a fourth bend, said first transition zone portion includes a tie rod clearance region.

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55. (Amended) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it and a steering stop integrally formed therewith;

a second head portion having a second king pin bore extending through it; and

a body portion positioned between said first head portion and said second head portion.

56. (Amended) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it and a machining datum;

a second head portion having a second king pin bore extending through it; and

a body portion positioned between said first head portion and said second head portion.

58. (Amended) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it, said first king pin bore extends through said first head portion at a position offset to a rear of said bottom plate;

a second head portion having a second king pin bore extending through it; and

a body portion positioned between said first head portion and said second head portion.

59. (Amended) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it, said first king pin bore is positioned to provide additional tie rod clearance;

a second head portion having a second king pin bore extending through it; and

a body portion positioned between said first head portion and said second head portion.

Please add claims 66-92:

66. (Newly Added) A bottom plate for a fabricated vehicle axle, comprising:

a first head portion having a first king pin bore extending through it;

a second head portion having a second king pin bore extending through it;

a body portion positioned between said first head portion and said second head portion;

a first transition zone portion adjacent to said first head portion and extending therefrom at a first bend to a second bend at said body portion, said body portion extending from said second bend to a third bend, a second transition zone portion adjacent to said body portion and extending therefrom at said third bend, said second transition zone portion also being adjacent to said second head portion and extending therefrom at a fourth bend; and

a first angle formed by said second bend and a second angle formed by said third bend, said first and second angles being within a range of forty degrees to fifty degrees.

67. (Newly Added) The bottom plate as defined by claim 66 wherein said first angle is forty-five degrees and said second angle is forty-five degrees.

68. (Newly Added) The bottom plate as defined by claim 66 wherein said first transition zone portion includes a tie rod clearance region.

69. (Newly Added) The bottom plate as defined by claim 68 wherein said tie rod clearance region is configured in a waist-like shape in said first transition zone portion.

70. (Newly Added) The bottom plate as defined by claim 66 being constructed such that a minimum distance from a center of said first king pin bore to a closest edge of said bottom plate is at least forty millimeters.

71. (Newly Added) The bottom plate as defined by claim 70 being constructed such that said minimum distance from said center of said first king pin bore to said closest edge of said bottom plate is approximately forty-five millimeters.

72. (Newly Added) The bottom plate as defined by claim 66 wherein said first head portion includes a steering stop integrally formed therewith.

73. (Newly Added) The bottom plate as defined by claim 66 wherein said first head portion includes a machining datum.

74. (Newly Added) The bottom plate as defined by claim 73 wherein said machining datum aids during fabrication of said fabricated vehicle axle.

75. (Newly Added) The bottom plate as defined by claim 66 wherein said first king pin bore extends through said first head portion at a position offset to a rear of said bottom plate.

76. (Newly Added) The bottom plate as defined by claim 66 wherein said first king pin bore is positioned to provide additional tie rod clearance.

77. (Newly Added) A bottom plate for a fabricated vehicle axle comprising:

a first head portion having a first king pin bore extending through it;

a second head portion having a second king pin bore extending through it; and

a body portion positioned between said first head portion and said second head portion;

wherein said bottom plate has at least two rounded corners.

78. (Newly Added) The bottom plate as defined by claim 77 further comprising a first transition zone portion adjacent to said first head portion and extending therefrom at a first bend to a second bend at said body portion, said body portion extending from said second bend to a third bend, a second transition zone portion adjacent to said body portion and extending

therefrom at said third bend, said second transition zone portion also being adjacent to said second head portion and extending therefrom at a fourth bend.

79. (Newly Added) The bottom plate as defined by claim 77 having constant thickness.

80. (Newly Added) The bottom plate as defined by claim 79 wherein said constant thickness is within a range of twelve to sixteen millimeters.

81. (Newly Added) The bottom plate as defined by claim 80 further including a first angle formed by said second bend and a second angle formed by said third bend, said first and second angles being within a range of forty degrees to fifty degrees.

82. (Newly Added) The bottom plate as defined by claim 81 wherein said first angle is forty-five degrees and said second angle is forty-five degrees.

83. (Newly Added) The bottom plate as defined by claim 77 wherein said first transition zone portion includes a tie rod clearance region.

84. (Newly Added) The bottom plate as defined by claim 83 wherein said tie rod clearance region is configured in a waist-like shape in said first transition zone portion.

85. (Newly Added) The bottom plate as defined by claim 77 being constructed such that a minimum distance from a center of said first king pin bore to a closest edge of said bottom plate is at least forty millimeters.

86. (Newly Added) The bottom plate as defined by claim 85 being constructed such that said minimum distance from said center of said first king pin bore to said closest edge of said bottom plate is approximately forty-five millimeters.

87. (Newly Added) The bottom plate as defined by claim 77 wherein said first head portion includes a steering stop integrally formed therewith.

88. (Newly Added) The bottom plate as defined by claim 77 wherein said first head portion includes a machining datum.

89. (Newly Added) The bottom plate as defined by claim 88 wherein said machining datum aids during fabrication of said fabricated vehicle axle.

90. (Newly Added) The bottom plate as defined by claim 77 wherein said first king pin bore extends through said first head portion at a position offset to a rear of said bottom plate.

91. (Newly Added) The bottom plate as defined by claim 77 wherein said first king pin bore is positioned to provide additional tie rod clearance.

92. (Newly Added) The bottom plate as defined by claim 66 having constant thickness.
